POLITAN ASSOCIATION AT

COLUMBIA OVAL. The annual track and field championship games of the Metropolitan Association of the Amateur Athletic Union were held at the Columbia Oval. Williamsbridge, yesterday afternoon, under the most favorable conditions. The weather was not too warm, and a mild breeze tempered the at The track and field were in excellent order. In spite of these facts, and the large numper of the leading amateur athletes engaged in the games, no records were broken nor equalled. Most competitors seemed to be slightly out of form. Wefers made the best performance of the In the 100-yard dash (final), he beat the rec ord made by R. W. Moore, of the Knickerbocker Athletic Club, the late champion of the association tion at the distance, whose record was 0:10 2-5, and came within one-fifth of a second of his own record, which is 0:94-5, the best amateur record for the distance. Many persons present believed that had Wefers been compelled to exert himself to his utmost all the way, or even half the distance, he would certainly have equalled the record, and probably lowered it. As he touched the tape he was looking over his shoulder and running easily. Nearly one thousand persons witnessed the games, and had an exceedingly enjoyable afternoon, as there were a number of plucky rallies, re-sulting in exciting finishes in several of the races. of the New-York Athletic Club, was badly spiked on the left ankle in the one-mile run, and Corley, of the Knickerbocker Athletic Club, fell near the finish in the first heat of the 220-yard hurdle, and had an ugly fail. The representatives of the New-York Athletic Club, which had more men entered than any other club, captured most of the honors. There was no trophy offered for the club winning the most points.

As "Tom" Burke, the world's champion quarter-miler, was not eligible to start in the contests, Manyel, the young schoolboy, was expected to have things all his own way in the quarter-mile run. Manyel did not try, however, for the honors in this race, as his unsuccessful efforts to cross the lin first in the half-mile run left him in poor condition for the shorter race. The half-mile run was bitterly contested. At the sound of the pistoi Turner sprang quickly forward and took the lead He started off at a terrific pace, but soon eased himself, keeping, however, in the front. Manyel and the other competitors followed closely behind the leader until the second and last lap, when the quickened and the distance between the leader and the second man was somewhat lessened. Abo one hundred feet from the tape Manyel spurted. and for a few moments it looked as if he would gain the lead and reach the line before Turner was aware of what was happening. The throngs wild as Manyel exerted himself for the last time. The cheering put Turner on his guard and he put steam as the schoolboy came abreast of him For about twenty feet the two ran as though bound together. Then a loud groan was heard from those near the finish. The speed was too ich for Manyel. He had fallen behind. Turnet friends after he had crossed the tape a winner. There were about ten feet between Turner and Manyel at the finish and a similar distance between second and third. Leibgold had little difficulty in keeping the lead and winning easily. His brother Louis was a poor

Rogers, of the New-Jersey Athletic Club, and J. H. Thompson, jr., of the New-York Athletic Club, ran almost abreast until almost a few feet from finish in the 120-yard hurdle, the former winning by a little over a foot. M. P. Halpin, the crack hurdler of the New-York Athletic Club, fell at the last hurdle. He was running well at the time he stumbled, and many believed he would have got a share of the honors had he not been un-

After a brush for about a quarter of a mile, Bird won the one-mile bicycle race by a wheel's length. Hosford was two wheel's lengths in front of Darmer. In the quarter-mile run, I ong, of the New-York Athletic Club, the winner, who is only eighteen years old, led from start to finish. Nearing the string Hoffman and Lyons, of the New-York Athletic Club, tried to overtake him. Hoffman was played out in the finish, and just as he captured third honors he fainted. He revived in a few

Cregan was the favorite for the one-mile run, and until the last laps his admirers were positive he

until the last laps his admirers were positive he would show his heels to his antagonists.

The order one hundred feet from the tape was Cregan, O'Conneil, of the Knickerhocker Athletic Club, and Walsh, of the Xavier Athletic Club, with the others some distance behind the first three. In a few moments Walsh had passed O'Conneil, who had got ahead of Cregan. They crossed the line in this order, only a few feet separating the winner and the third man. Orton, O'Conneil and Walsh ran under protest. The three-mile run was a soulstiring contest. McGirr won after a severe struggle by a few feet. An amusing incident occurred in the last lap of this race. M. Regan, of the New West Side Athletic Club, who finished second, was trying to pass McGirr, when his trainer attempted West Side Athletic Clin, when his trainer attempted to throw some water on his head. The water struck McGirr full in the face and knocked him out of his gait for a second.

In the pole vault Thomas and Van Winkle were tied for second honors, both clearing 10 feet 6 inches. In the second attempt for the second honors Thomas won by clearing 10 feet 9 inches, which equalled the winner's record. The summaries:

equalled the winner's record. The summaries:

One-hundred-yard run—Won by B. J. Wefers, N. Y.
A. C.; second, J. W. Ehrich, K. A. C.; third, R. W.
Moore, N. Y. A. C. Time—0.10.

Half-mile run—Won by T. B. Turner, N. Y. A. C.;
second, H. E. Manvel, N. J. A. C.; third, J. F. Cregan,
N. Y. A. C. Time—1.5063.

N. Y. A. C. Time—1.5063.

One-mile walk—Won by Sam Leibgold, P. A. C.; second, W. B. Fette, mah, Jr., N. Y. A. C.; third, Louis
Leibgold, N. J. A. C. Time—6.4378.

One-hundred-and-twenty-yard hundle race—Won by W.
R. Hogers, N. J. A. C.; second, J. H. Thompson, Jr.,
N. Y. A. C.; third, Theodore W. Chase, N. Y. A. C.;
Time—0.1083.

One-mile bicycle race—Won by H. K. Bird, N. Y. A. C.;
second, H. Arry Hosford, N. J. A. C.; third, W. L. Darmer,
N. J. A. C. Time—2.4138.

Quarter-mile run—Won by M. W. Long, N. Y. A. C.;
second, H. S. Lyons, N. Y. A. C.; third, R. Don Hoffman, N. Y. A. C. Time—0.4393.

One-mile pin—Won by Andrew J. Walsh, X. A. C.;
Cone-mile run—Won by Andrew J. Walsh, X. A. C.;
Cone-mile run—Won by Andrew J. Walsh, X. A. C.; Quarter-mile run—Won by M. N. 1998.

Second, H. S. Lyons, N. Y. A. C.; third, R. Don Hoffman, N. Y. A. C. Time—0:49%.

Gne-mile run—Won by Andrew J. Walsh, X. A. C.; second, B. J. O'Connell, K. A. C.; third, J. F. Cregan, N. Y. A. C. Time—4:30%.

Two-hundred-and-twenty-yard run—Won by B. J. Wefers, N. Y. A. C. Second, J. W. Ebrich, K. A. C.; third, R. W. Moore, N. Y. A. C. Time—0:22%.

Two-hundred-and-twenty-yard hundle race—Won by J. Two-hundred-and-twenty-yard hundle race—Won by J. Buck, K. A. C.; second, John Cossrove, N. J. A. C.; third, M. V. Bastlen, N. Y. A. C. Time—0:25%.

Three-mile run—Won by T. G. McGirt, N. Y. A. C.; Second, M. Regan, N. W. S. A. C.; third, John F. Mololov, Time—15:54%.

Pole vault—Won by O. B. Smith, K. A. C.; second, S. K. Thamas, K. A. C.; third, C. T. Van Winkle, N. Y. A. C. Winner cleared 10 ft. 9 in.

Putting the 16-pound shot—Won by F. Beck, N. J. A. C.; second, J. Herty, N. W. S. A. C.; third, John Flanagan, N. Y. A. C. Winner threw shot 42 ft. 3% in.

Running high jump—Won by Walter C. Carroll, N. Y. A. C.; second, N. T. Lesile, N. Y. A. C.; third, Irving K. Baxter, N. Y. A. C. Winner cleared 5 ft. 11 in.

Running broad jump—Won by Walter C. Carroll, N. Y. A. C.; second, W. B. Rogers, N. J. A. C.; third, E. B. Bloss, N. Y. A. C. Winner immped 22 ft. 11 in.

Throwing 16-pound hammer—Won by John Flanagan, N. Y. A. C. Winner threw hammer 149 ft. 4% in.

Throwing 56-pound weight—Won by James S. Mitchel; Throwing 56-pound weight—Won by Jam Throwing 56-pound weight—Won by James S. Mitchel; Throwing 56-pound weight—Won by James S. Mitchel; Scond, R. Winner threw weight 28 ft, 7 in.

Throwing the discus—Won by John Flanagan, N. Y. A. C., second, Michael O'Sullivan, X. A. A.; third, J. S. Mitchel, P. A. C. Winner threw discus 106 feet,

The officers were: Referce, James E. Sullivan, president of the Metropolitan Association; judges, William B. Curris, N. Y. A. C., W. J. Linihan, Riverside A. C.; J. J. Walsh, Pastime A. C.; D. R. James, Jr. N. J. A. C.; starter, W. H. Robertson, Outing Athletic Club. timers, Cyril Roulnson, N. J. A. C.; Charles Dieges, P. A. C. C. M. Carbonell, K. A. C.; Robert Stoll, N. Y. A. C.; M. Rishop, N. Y. A. C.; C. C. Hughes, delegate-at-large to the A. A. U.; clerk of the course, John J. Dixon, N. A. C.



For the Complexion, Pimples, lesh Worms, Red Nose, Chaps, Bough Skin; prevents tendency to Wrinkles, ageing, withering or g up of the skin. 50c., \$1.00. Druggists.

GHORATS CLEARS DUT Water Bugs, Roaches, ROUGH ON HEADACHE TARLETS, Sc.

SUCCESSFUL CONTESTS OF THE METRO- THE MOST SUCCESSFUL MEET IN THE HISTORY OF THE L. A. W.

> HONORS OF THE LAST DAY CARRIED OFF BY KISER AND MERTENS-POWELL GAINED THE

TWO-MILE CHAMPIONSHIP-MAKERS OF NEW WORLD'S RECORDS.

[BY TELEGRAPH TO THE TRIBUNE.] Philadelphia, Aug. 7.-The National meet of the League of American Wheelmen for 1897 is practically a thing of the past, as all that is left of the celebration is a trip to Atlantic City to-morrow by

some and return centuries to other cities. as been the most successful meet in the his tory of the L. A. W. For the able manner in which all the arrangements have been carried out the thousands of visitors to Philadelphia owe a debt of gratitude to the committee of this city, which has done so much to make the meeting a success. The Quaker City has done work which will live memory of the L. A. W. members for many The meets at Asbury Park and at Louisville last year were enjoyable and well arranged, but they do not compare with the meet now drawing

cycle racing in America, for it broke all records in more ways than one. The attendance at the Wil low Grove track for the last two days shows the possibilities of cycle racing in this country, and proves, as The Tribune has said, that the sport can and will take its place on an equality with all other outdoor sports in point of interest to the genera

public and as a positive drawing card.

The management announced to-night that the official paid attendance at the races yesterday was 18,000, and that the paid attendance at the track to-day was 32,000. This is one of the largest crowls ver seen at any sporting contest in the country, and all unite in saying that the racing has bee the best in the history of the sport.

Many of the racing men, of whom there were over ive hundred in training here, will go on to Reading. where they will race on Tuesday, and from there to the Manhattan Beach track, at Coney Island, to prepare for the meet of the South Brooklyn Wheelmen, which will be held there next Saturday.

feature vesterday, he was not in the best shape to-day, and illness compelled him to request that allowed to withdraw before the races were half over. Kiser and Mertens, of the Spalding ning boys in striped jerseys captured the principal curly-headed lad from Dayton, won the half-mile National championship, and also captured the richest prize of the meet in finishing first in the one-mile open, his cash winning in the latter raamounting to \$250. Mertens, his team mate, made a remarkable performance in the five-mile Na championship, winning, with something to spare, in a capital field of riders, in the sensationa time of 16:45, and establishing a record which may last for many a day. The one-mile handicap was to Orlando Stevens, who had an allowance of forty The scratch men never had a chance

The New-York Athletic Club pair, Powell and Dawson, were in better shape to-day, and Powell captured the two-mile championship in handy fash-ion. So another National championship comes to New-York. It seems too bad that New-York City has not a professional rider who can be said to be anything like in the first class. The one-mile oper for amateurs went to that hard-working rider from New-Haven, E. C. Hausman, who is a member of the Harlem Wheelmen. C. M. Ertz was second and Laduy third, both of New-York.

The one-mile handicap was a splendid struggle from start to finish. Ray Murray, of Spring Val-ley, who has not as yet raced in his best form this car, captured the contest from the seventy-yard mark in clever style, being well up throughout th

year, captured the contest from the seventy-yard mark in clever style, being well up throughout the struggle, and coming along with plenty of speed at the finish, and winning with something to spare.

After the regular races several trials were made, although the weather conditions were not as favorable as they had been on the day previous, for the wind blew with some force late in the afternoon.

F. M. Schade, of Washington, paced by a quad, went to break the third of a mile world's record, and as he succeeded he became a little blond-haired hero to the cycle-racing thousands present. Schade rode the distance in 32.4-5 seconds. Powell, of the New-York Athletic Club, thinks he can do better, and he may be sent for the record later in the season. Penbody, of Chicago, has challenged Powell for a race, and the match may be arranged. John Zimmerman, a youngster of not over sixteen years of age, made an effort to break the Pennsylvania amateur record for half a mile, and succeeded in 53.5-5 seconds. The old record was 52.5. He was paced by a quad. Charles Church, paced by a quad, made a mile in 1:43.5-5.

Major Taylor, the colored rider, went for the world's record for one mile, but wretched pacing killed whatever chance he may have had. His time was 1:45.5-5. He made the first lap in 32 seconds. Gardiner did a mile in 1:44.

The election of officers in the Veterans' Association resulted as follows: Abbott Bassett, president; F. A. Tucker, vice-president; L. M. Wainwright, second vice-president; H. G. Rouse, treasurer; Will R. Pitman, secretary. No one can join this association unless he has been a member of the

second vice-president; H. G. Rouse, treasurer; Will R. Pitman, secretary. No one can join this association unless he has been a member of the L. A. W. for ten years.

A large number went on the river excursion up the Delaware to-night, while several hundred are expected to make the run to Atlantic City to-morrow.

Mile open, professional, final heat-Bald had the pole, with Kiser, Gardiner, Eaton, Cooper and Major Taylor in the order named. There were two pole, with Kiser, Gardiner, Eaton, Cooper and Major Taylor in the order named. There were two pacemakers. Cooper caught them, and Kiser. Bald and Taylor followed as ramed. There was no change in the first lap. Half way around on the last lap, Gardiner and Eaton swung out from the rear, with the colored boy at their heels. Bald came after them at a hot pace, and the whole line bunched closely in the stretch. Bald forged ahead, but little Earl Kiser fairly lifted his wheel ahead, winning by a few inches, Bald second, Cooper third, Taylor fourth. Time, 293.1-5.

Mile open, amateur, final heat. The line covered two laps in the procession. E. C. Hausman pulled away in the stretch and won by a wheel's length; George H. Collett, second; Charles M. Ertz, third; W. A. Laduv, fourth. Time-2:09.4-5.

Mile handleap (amateur), final heat—Ray Murray (70 yards), won; J. F. Shalfont (30 yards), second; (8. M. French (30 yards), third; Robert A. Miller (scratch), fourth. Time-2:06.

Five-mile championship, professional, final heat—Mertens, won; Bald, second; F. A. McFarland, third, and J. A. Newhouse, fourth.

Aker was behind the pacemakers at the first mile and riding strong. At the second mile the men were bunched. Callahan, Mertens and Church crossed in the order named. All the men jockeyed for position in the next mile. Church gave up the chase on the twelfth lap, and Callahan went of in the lead. Mertens led into the last lap, with Bald right behind him. On the turn into the stretch Mertens and Eadd were in the lead.

A GERMAN VIEW OF BICYCLING.

A GERMAN VIEW OF BICYCLING.

Washington, Aug. 7.-A characteristically thorough and scientific German summary of the beneough and scientific German summary of the benefits and evils of blevele riding is submitted to the State Department by Consul Kennan at Bremen in an article prepared by Dr. Mendelssohn. He cites the temperaments and discusses that are affected favorably or injuriously, and his general conclusion is that in moderation blevele riding is of inestimable value to the average person.

LOCAL HAPPENINGS.

NEW-YORK CITY.

A small fire in a grocery store under the Hotel Del Monte, at Sixtieth-st, and Lexington-ave., early yesterday morning, caused considerable excitement among the tenants, but no one was hurt. The damage amounted to about \$100.

Another attachment has been obtained against the Weaver Cycle Material Company, of No. 253 Eighth-ave., for \$9.244, in favor of the New-Bruns-wick Rubber Company for goods sold and delivered. It was obtained on the ground that the defendant

The Santa Maria Council, Knights of Columbus, will celebrate the anniversary of its installation by an outing and games on Monday, August 16. The steamer Laura M. Starin will leave the pler at East Thirty-second-st. at 10 a. m., taking the members and guests to the Cove, West Brighton, Staten Island, where the games will take place.

TO MAKE MARRIAGE COMPULSORY. From a Boston letter in The Kansas City Times.

From a Boston letter in The Kansas City Times.

Charlotte Smith, the reformer and protector of women, who made her presence known in New-York last year, has prepared a daring memorial for Cengress, which seeks to compet men to marry. This afternoon Mrs. Smith and a score of other reform women held a mass-meeting in a hall in Washington-st. No reporters were allowed in the hall, as Mrs. Smith declared that she intended that letry Simpson should be the first to present it to the public gaze.

Mrs. Smith believes in making marriage compulsory, anti-wants a law enacted to that effect. She wants investigations to be made of the present conditions of women in the factories, claiming that the manufacturers, after getting an increase in the tariff, proceeded to cut owns their wages. She suggests the establishment of National matrimonial bureaus throughout the country, and have all the marriageable men toe the mark. In a mood of discontent she appears for an appropriation, ammunition and rations for 100,000 women, so they may reach the gold fields in Alaska and remain there at least for twelve months. She suggests the advisability of setting aside a pot of land, to be known as No Man's Territory, for them. She is of the opinion that there is no place in this country for the unprotected unmarried women.

CRACK YACHTS START ON THE VOYAGE TO BAR HARBOR.

A LARGE NUMBER OF BOATS TO CONTEST FOR THE TROPHIES-DISCUSSION OVER THE

HILDEGARDE'S TIME ALLOWANCES.

[BY TELEGRAPH TO THE TRIBUNE.] Cottage City, Mass., Aug. 7.-The yachtsmen of the New-York Yacht Club cruise were astir early this morning. Before colors were made, at 8 the schooners and sloops that were entered for the cup races had their mainsails up and were hard at work preparing for the long race to Baker's Island, on the coast of Maine. A large crowd gathered at the New-York Yacht Club station to see the boats off. Others assembled at various points along the beach.

The course is from here to Bar Harbor, Me., a distance of 195 miles. It is the first time in the fifty-three years of its history that the club has sailed such a race, and great interest in taken in The cups to be given as prizes were offered by J. Pierpont Morgan, this year's commodore of the club, and are valued at \$5,000.

The prizes will be divided as follows: To the win ning schooner, one valued at \$2,000; to the sec

schooner, cup valued at \$1,000; to the winning sloop, cup valued at \$1,000, and the same to the second sloop. The start is off East Chop Light, and the finish will be off Whistling Buoy No. 2, just to the eastward of Baker's Island. The signal ordering the fleet to proceed to Bar

Harbor was hoisted last night, although the start was not to be made until this morning, and more than twenty yachts responded, signifying that they would take part. The Amorita, although not answering the query from the flagship, decided later also to start in the long race.

SOME OF THE STARTERS. Among the yachts which signified their inten tion to start were the cutter Queen Mab, Nathaniel L. Francis, of Boston; the cutter Sayonara, Joshua M. Sears, of Boston; the schooner Hildegarde George W. Weld, of Boston; the cutter Gloriana Josiah M. Lasell, of Boston; the schooner Clytle Henry C. Ward, New-York; the schooner Fenells Charles Lane Poor, of Baltimere; the schooner Alert, Clement A. Griscom, New-York; the schooner Varuna, owned by G. L. Rives and F. K. Sturgis New-York; the schooner Sachem, owned by John G. Moore and Vice-Commodore Frederic T. Adams A. Y. C.: the schooner Montauk, Lewis Cass Led-yard, New-York; the schooner Colonia, Clarence A. Postley, commodore of the Larchmont Yacht Club; the schooner Gevalia, Howard W. Coates, New York; the schooner Viking, ex-Commodore James D. Smith, Greenport; the schooner Crusader, S. L. Husted, jr.; the schooner America, W. Gould Brokaw, and the schooner Emerald, J. Rogers Maxwell. New-York.

In the mean time a special race was arranged between the Norota and the Katonah, to Marble-head, a distance of a little over one hundred miles. The two forty-footers started away soon after sun rise, and will probably arrive at their destination late to-day.

On account of the dangers attending the several large ocean tugs were engaged by the Regatta Committee to go with the racers, and be pre-pared in case of accident to render any assistance Among them were the two big tugs lecessary. Storm King and Kate Jones, from Bostor also the Edward Luckenbach, of New-York, which has followed the fleet from the beginning.

The morning dawned light and clear, A good was blowing from the southwest. after colors were made code signals were hoisted flagship Corsair. They read, "The fleet will proceed to Bar Harbor at 10 o'clock." An hour later anchors were weighed, and the big racers moved out toward the starting line.

The Navahoe was the first of the sloops to get out. The Vigilant followed closely. Both were in excellent shape for the race.

Several boats that have not appeared in the race so far got out to the start. Among them were the schooner Viking, belonging to James D. Smith, formerly commodore of the New-York Yacht Club; the schooner Volunteer, belonging to J. Malcolm Forbes, and the huge steam yacht Varuna. two old rivals, the Colonia and the Emerald, owned by Eugene Higgins, were ready early, and they were soon joined by W. Gould Brokaw's Amorita and the new steel schooner Hildegarde.

THE LONG VOYAGE BEGINS.

The preparatory signal was fired at 9:55. Five min utes later the starting gun for sloops was fired. The Wasp, which had been manceuvring close to the was the first to cross. She passed at 10:01:50 and broke out her spinnaker shortly after going The wind had died down by this time, and the others came down very slowly on the line. the sloops after the Wasp failed to cross within the time limit and were timed at 10:05:00.

The starting signal for schooners was fired at 10:05. The Iroquois was first over, ita and the Marguerite a short distance astern. None of the others crossed within the five minutes and consequently were timed at 10:10:00. These belated sloops and schooners crossed in this order The Sayonara, the Navahoe, the Queen Mab, the Gevalia, the Colonia, the Emerald, the Fenella, the Sachem, the Montauk, the Hildegarde, the Alert, the Gloriana, the Clytic, the Viking, the Varuna

and the Crusader.

The wind had, in the mean time, shifted to the southwest, and the start was a run dead before the barely breeze enough to carry them across the miles. At that hour, however, there was some dication of a freshening breeze from the southward, which would give them a good run over the shoals before morning.

TIME ALLOWANCES CAUSE COMMENT.

Owing to the difficulty in procuring some kinds of information, it is not, at the time of writing, known what the different time allowances between the nary way and for the whole 195 miles in the same proportions as prescribed for, say, a thirty-mile race, the allowances will in some cases be large. among yachtsmen last night.

among yarnismen ast mga.

The chances of the new schooner Hildegarde, which showed such good speed in the squadron runs down Long Island Sound, have been carefully looked into. The allowance which her 105-foot waterline length will have to make in favor of the race, be something huge. But the vachtsmen have agreed that the Hildegarde has as yet known no breezes which brought out anything like her full power, or half of it. It is remembered that in the

breezes which brought out anything like her full power, or half of it. It is remembered that in the evening sail from Glen Cove to Huntington the Hildegarde was beating all the schooners with ease, and standing almost straight up, while the others were over to their rails.

Nothing can with certainty be predicted about a boat which has this peculiar reserve until it be known what she can do when the whole of the power is called out; and it is in just such an event as this, when the boats will have to face two hundred miles of ocean sailing, that a really stiff breeze may give the big two-stickers the victory. Perhaps no point has been more widely admitted among the yachtsmen of the cruise than that it is better to give time than to take it—in other words, that an excess in sailing length is really more valuable in the winning of races than is represented in the time allowance awarded by the rules for such excess. In this view many good amateurs think that in a really forceful wind and heavy seaway the extra power of the Hildegarde, if fully called out, will make a trifle of any allowance required by the rules when all the competitors are engaged in so long a race.

On the other hand, the southerly wind at the start and the weather indications at the present time do a good deal to suggest that the entire context may be simply a continuation of yesterday's fickle and variable airs, in which luck, and not liditional merit, governs the results. In this case the long ocean trial may be no better than an ordinary drift on Long Island Sound.

The two cups offered by Vice-Commodore August Belmont of the New-York Yacht Club, to be sailed for hy 30-footers during the cruise, the race for which failed through want of wind last Monday, have been entrusted to E. D. Morgan and H. B. Duryca, and will be sailed for off Newport on Saturday of next week.

HEMPSTEAD HARBOR Y. C. REGATTA. FORTY-SEVEN ENTRIES AND TWENTY-FIVE STARTERS-A PROTEST FROM THE WIN OR LOSE.

back to the starting point—a total distance of twelve miles.

In the second course, for the smaller classes, the first mark was the same, but the second leg was to the budy off Red Springs Point, in the harbor, and return, four and one-quarter miles, twice wide scope and speedy action by this lemences tools and corrective, and every organ, fibre, muscle and nerve experiences a share of its invigorating influence. Unobjectionable, thorough, a most genital and wholesome medicinal stimulant, and owing its efficacy to boanic sources exclusively, it is the remedy best adapted to household use, on account of its safety, wide scope and speedy action.

WHEEL RECORDS BROKEN. THE LONG RACE BEGINS. around-nine and one-half miles. The half-raters

After the start, when all classes went off on the port tack for the beat of the first leg, the wind being northerly, the boats got as far as the stone breakwater, when the wind died out, and the flood tide carried them a long way up the harbor. At 3 p. m. the north wind came in again, and the boats were able to sail around as far as Mattinicock Point. Here the wind altered to about southeast, which made the last leg partly a beat to the finish.

There is a protest to be decided between the

There is a protest to be decided between the Presto and the Win or Lose, the latter boat claiming that she did not have sufficient room at the starting buoy. The close finish between these two boats—only five seconds—was remarkable, and several of the contests were interesting. Owing to the lateness of the hour when the races were completed, the Regatta Committee did not have time to calculate the corrected results, but, except in one case, the winners are sufficiently indicated in the following table:

43-FOOT CABIN SLOOPS.

40-1001	E-06-10	JU 2
Eurybia, Charles Pryer2:05:00	D.20.10	100
		100
Acushla, H. W. Hanan	5:12:13	100
Acushla, H. W. Hanan	4000000	10
or POOT PARIN SLOUPS.		п
	4:36:10	10
Skimmang, Clifford D. Mallory 2:10:00 Coquette 2:10:00	4:47:05	E.
Coquette		18
25 FOOT OPEN SLOOPS.		B
Alexon Laster Du. von	4:44:00	100
Aleyon, Lester Duyea 2:10:00 Leader, Thomas Miller	4:44:00	10
AN ENOT OPEN SIDDIES.		В
Shump, George D. Pratt2:45:00	W'drew	III:
Shump, George D. Pratt	4:24:05	100
Keneu, M. H. Clark. 2:15:00 Flounder, J. B. C. Toppan. 2:15:00	4:39:32	13
Flounder, J. B. C. Toppan		13
30-FOOT CABIN CATS.	9092020	10
Kit. F. J. Dunne	4:23:14	103
Dosorts, G. P. Vall	4:27:18	в
25-FOOT CABIN CATS.		18
	4-20-20	в
Presto, M. E. Hatfield	4 - 20 - 25	12
Win or Lose, J. S. Appleby	4:43:50	ю
Hornet, C. D Mallory	4.40.00	l:
25 FOOT OPEN CATE.		III
D. G. Ct	4:22:15	40
E. Z. Sioat, Hoyt & Park		ю
E. Z. Stoat, Hoyt & Fark. 2:15:00 Colleen, J. H. Jackson. 2:15:00 Punch, H. B. Clark. 2:15:00	4:31:06	E:
20 FOOT OPEN CATS.		10
20 FOOT OPEN CAIS.	4:32:18	12
Dora, W. Hoey, jr2:20:00	4:35:45	1
	4:47:10	1
Columbia, A. E. Young2:20:00	4:32:00	13
Columbia, A. E. Young 2 20:00 Irvin II., Frank Benham 2 20:00	4:32:00	Æ
MIXED RIGS-15 FOOT SLOOPS.		80
Yola, C. D. Mallery	4:88:42	в
Mystery, E. W. Miller 2:20:00		ш
Leura Lee F. S. Ray	4:47:15	в
Leura Lee, F. S. Ray		48
15-POOT OPEN CATS.		10
Coot, A. D. Prince2:20:00	4.00.21	18
	4:35:34	1
Sicin	4:00:00	1
		1

REGATTA ON NEWARK BAY.

Over the organization's course on Newark Bay an invitation regatta was held yesterday afternoon under the auspices of the New-Jersey Athletic Club's Yachting Department. The start and finish the race were in front of the club's boathouse, on the Bergen Point shore. The other turning po triangular course were stakeboats-anchored off the Elizabethport and Staten Island shores. The off the Elizabethport and Staten Island shores. The distance was ten miles. The dozen competing craft made fairly good time, notwithstanding the fact that the breeze was light. In the first class, open sloops, Skipper Genet's Iroquois won first prize. The Arocoua, from Gravesend Bay, captured second prize. The Belle did not finish. Captain Bernard's Drift won the chief trophy for the second class, cabin catboats, Commodore Parker's Tiche getting second prize and the Sweetheart winning third honors. The Alice failed to finish, In the third class, open catboats, the first prize was carried off by John Gill's Chip. The Sprite, from Seawaren, took second prize, and the Filrt won third honors.

TROTTING AT COLUMBUS.

LENTY OF SURPRISES ON THE LAST DAY OF THE GRAND CIRCUIT MEETING.

ing closed here to-day at the Columbus Driving The weather was clear and the track fast Only two races remained, but they proved to be the most exciting of the week, six heats being required to decide each. There were surprises in plenty. The 2:08 pace was the big race, there being eleven starters. In the pools Helr-at-Law sold favorite, while Frank Bogash brought 80, Planet 60, Directly 10 and Spinxetta 5. Alleen, a mare that had not raced for more than a year, having gone lame, won the first heat in easy style, while Bo gash narrowly escaped the distance flag, and Planet trailed in in ninth place. Bogash won the second and third heats in fast time, the second being 2:95% and the third 2:94%. In the fourth heat Directly carried Bogash to the half-mile in 1:91%. This pace proved to be too hot for Bogash, and he could not finish better than third under the whip, while Planet, who had not previously finished bet-ter than seventh, took the heat in 2:054. Planet

ter than seventh, took the heat in 2:65%. Planet won the last two heats and the race with ease. While Helr-at-Law was a contending factor in every heat in which he started, he was not able to finish better than second in any of them. Previous to the race Bogash, who was owned by Frank Bogash, of Fort Wayne, was sold to George Vandyke, of Canyon, Mont., for \$5,000.

In the 2:14 trot Oakland Baron was almost a prohibitive favorite. He won the first two heats, being compelled to clip a second and a half off his record in the second. Mosul won the third heat in equally fast time-2:094. The fourth mile trotted was declared no heat. Oakland Baron took the lead and held it all the way round, with Ruby a close second. As it was evident that Ruby was not driven out. Crane, her driver, was fined \$100. After the decision of the judges Colonel Stoner, of Paris, Ky., owner of Oakland Baron, refused to start the horse again, and both Oakland Baron and her owner owner of Oukland Baron, refused to start the horse again, and both Oakland Baron and her owner were expelled, and all bets on the horse declared off. Captain Jack took the fourth heat, but Mosul won the fifth and sixth and race. Summaries:

2:08 CLASS-PACING-PURSE \$1,500,

Planet, b. h., by Bonnie McGregor- Moquette, by Jersey Wilkes (Starr) 9			1	1	1
Frank Bogash, br. h. (Ames)	15	10	10	8	3
Heir at-Law, blk. h. (Geers)	-11	2	2	2	ro
Milton S., br. h. (Raybould). 2 Bright Light, br. m. (Bayce). 3	N	15	×	7	to
Milton S., br. h. Chaybould)	9	- 8	- 7	3	ro
Bright Light, br. m. (Boyce). 3 Miss Williams, b. m. (Bush). 3 Directly, blk, h. (Walker). 6	1	- 5	- 6	- 5	ro
Miss Williams, b. m. (Bush)		- 55	- 7	6	200
Directly, blk. h. (Walker)		- 22	- 6	4	33
Spainxeita, o. m. Caronical	-	4	6	dr	**
Time 2:07%, 2:05%, 2:04%, 2:05%, 2:05	14.	2	065		
2011 CLASS THOTTING PURSE					

2:11 CLASS-TROTTING-PURSE FISCA	
Mosul, b. g. by Sultan—Virginia Maid (Wilson)   9 2 1 2 1 1	
Harry C., ro. g. (Pierce)	

THE RACING AT SARATOGA.

The day's sport opened with a five-furiong dash. Green Jacket was the first away, but Trolley soon went to the front and led all the way home, winning easily by three lengths; Green Jacket sec-ond; Dalgretti, three lengths away, third. In the mile dash, Knight of the Garter took the lead at the first turn and was never headed, winning by a nose, Orimar second by fifteen lengths from Little Buck, third. There were only three starters for the Grand Union Hotel Stakes. Archduke was first under motion, but was soon headed by Harvey, who was passed on the lower turn by Hamburg, the latter leading to the last turlong, when Archduke came up with a rush and won by a head from Hamburg. up with a rush and won by a head from Hamourg, second, fitteen lengths in front of Harvey, third. In the handicap race, Ulysses made the running to the haif post, where Sir Walter closed up, and they ran neck and neck into the stretch. Howard Mann then came through with a rush and won handily by haif a length, Ulysses second, the same distance in front of Sir Walter. In the Hunters' Steeplechase, gentlemen riders, St. Rudolph won galloping by fifteen lengths. Summarles:

Knight of the Garter, 110.......(Martin) 1 6-5
Orimar 110.........(Thorpes 2 3-5
Little Buck, 119..........(Nutt) 3 30-1 THIRD RACE-GRAND UNION HOTEL STAKES. SIX furiongs. (Taral) 1 3-1
Archduke, 117. (Wilhite) 2 1-4
Hamburg, 129. (Wilker) 3 25-1
Harvey, 117. Time—1:15.

FOURTH RACE-Handlesp. Mile and a eixteenth, Howard Mann, 126. (Sloan) 1 10-1 Ulysses, 109 (Thorpe) 2 1-1 Sir Walter, 124 (Taral) 3 6-5 PIPTH RACE-HUNTERS STEEPLECHASE, long course. About three and a half miles.
St. Rudolph, 160......(Mr. Smith) 1 3-1

The ninth aroual regatta of the Hempstead Harbor Yacht Club was sailed over the alub courses which, if retained, would vittate the bodily fluids and twenty-five starters. At 12 o'clock, the time appointed for the start, there was only a light air in the bay and a flat calm outside in the Sound, so the send-off was delayed until 2 o'clock.

The course sailed by the 43, 36 and 39 footers was from the clubbouse, in the harbor, to the Larchment Yacht Club white spar buoy, off the Yellow Eanks, there to the Mattinicock Point buoy and back to the starting point—a total distance of twelve miles.

For the escape from the system of its waste and debris, which if retained, would vittate the bodily fluids and overthrew health. That important channel of exit, the daily papers of the Northwestern coast are full of advertisements of things needed in the Clondyke region. The following advertisements which not only liberates limited the non-griping, gently acting and agreeable cathartic, Hostetter's Stamach Bitters, which not only liberates impourtles, but invigorates the lining of the intestinal canal, when weakened by constipation or the unwire use of violent purgatives. The stamach, liver and urinary organs are likewise reinforced and aroused to healthful action by this beneficent tonic and corrective, and every working man, can give references and security. Affords Billy."

"Wanted—By Strong, experiences a opportunity; will outfly you well. Address Quick."

"Wanted—By four hustlers of turning of the intestinal group will outfly you well. Address Quick."

"Wanted—By four hustlers of things needed in the Clondyke, Experiences and povertisements of things needed in the Clondyke region. The Collowing advertisements of things needed in the Clondyke region. The Collowing advertisements of things needed in the Clondyke region. The Collowing advertisements of the Clondyke region. The Collowing advertisements of the Clondyke region. The Clondyke region. The following advertisements of the Clondyke region. The clondyke region. The c pointed for the start, there was only a light air in the bay and a flat calm outside in the Sound, so the send-off was delayed until 2 o'clock.

The course sailed by the 43, 35 and 39 footers was from the clubbouse, in the harbor, to the Earchmont Yacht Club white spar buoy, off the Yellow Banks, thence to the Mattinicock Point buoy and back to the starting point—a total distance of

Time-9:00. ERIGHTON BEACH ENTRIES FOR MONDAY. FIRST RACE-Selling. SECOND RACE-For two-year-olds; selling. Five fur 109 Jitted
102 Philip
102 Daisy Cutter
101 Belle of Erin
99 Junior
98 Medrica
97 La Gitana Maximo Gemez. THIRD RACE-Selling.

.114 Refugee .... .112 Ferseus .... .112 Parmesan ... .109 Haphazard ... .109 Emotional ... FOURTH RACE-THE SPINSTER STAKES-For tw FIFTH RACE-Handicap. One mile. SIXTH RACE-Selling. Six furlongs 111 Campania 100 Summer Se 100 Taranto 108 Heaufort 108 Passover 107 Prompt 104 Scarfpin 104 Kleopter 104 Klepper . 104 Nay Nay Buckwa and Scarfpin are Purser's entries SEVENTH RACE—One mile and a sixteenth. 115 Lambent 115 Myrtle Harkness 112 Purse Protid 112 Timour 112 Squan 110 Winged Foot 110 Chic 110 Nay Nay Hi Daddy ...

A BREEDERS' LAW UNCONSTITUTIONAL. St. Louis, Mo., Aug. 7.-What is known in this State as the breeders' law, under which poolselling and bookmaking are prohibited except or racetracks, was declared unconstitutional to-day by Judge David Murphy, of the Court of Criminal Correction. This probably will have the effect of reopening downtown poolrooms.

Abingdon

THE ARDSLEY HANDICAP.

GOLF TOURNAMENT A SUCCESS-RESULTS OF OTHER GAMES.

The Ardsley golfers held their usual weekly handicap yesterday on their links at Ardsley-on-the-Hud-son. Only seventeen were entered, but the tournament was successful, not so much on account of the scores made, for, as a rule, they were low, but because so many of the players who heretofore have not taken active part in these competitions were induced to go in. The absence of some of the betterduced to go in. The absence of some of the better-known members of the club during August seems to have had the effect of bringing out those who previously stood aside on account of their lack of skill. The policy of the committee in holding weekly tournaments to develop this latent talent is an ex-

ceedingly wise one, and other clubs might do well
to follow it.

Of the Class A mer J. S. Barnes, fr., turned in
the best card, his gross score being 39, which, with
his handleap of 10, gave him first place. The Class
B contest was won by C. K. Morrison. The scores: CLASS A. Gross, Handleap, Net

CLASS B. 

A men's handicap of eighteen holes, medal play, for the Wheeler Cup was the attraction at the links of the Montclair (N. J.) Golf Club yesterday. The contest resulted in a the between F. M. Harrison and Paul Wilcox, the president of the club, who each scored 94 net.

The Fairfield golf team defeated the Brooklawn players on the Fairfield links, at Greenwich, Conn., yesterday by a score of 22 to 1.

The Dutchess golf team, of Poughkeepsie, administered a severe drubbing to the Hudson golfers at Poughkeepsie yesterday. Brandreth and Valentine did the best playing for the home side.

The Norwood golfers visited the Englewood links yesterday, and were defeated by 7 holes. Murphy and Henderson were the only Norwood players who scored.

who scored.

In the semi-final round of the women's tournament at the Misquamicut Golf Club, of Watch Hill. R. I., yesterday, Miss Proctor defeated Miss Burnet by 5 up and 3 to play. Miss Proctor will meet Miss Congdon in the final for the Doane Cup on Monday. The men's handleap, which was also played in the afternoon, was won by G. Harold Burnet.

TWO UTAH MINES ORDERED CLOSED.

Park City, Utah, Aug. 7.—Superintendent Cham-ers of the Ontario and Daly mines has received a telegram from New-York to close down both mines at once, owing to the recent decline in silver. These are two of the largest silver mines in the State and give employment to about seven hundred men. The Ontario is one of the greatest producers in the country and has been in active operation twenty years. It has paid about \$13,500,000 in dividends. It is claimed that these mines cannot be worked with profit at the present price of silver.

A "FARCE," SAYS ONE LONDON PAPER, London, Aug. 7 .- 'The Westminster Gazette' this afternoon, commenting on the letter sent by Sir Michael Hicks-Beach, the Chancellor of the Exchequer, to the United States Monetary Commission, now in London, postponing until October the

sion, now in London, postpoining until occooler are reply of the British Government to the invitation of the United States and France to take part in a conference on bimetallism, says:

"Everybody knows that the mission of the silver envoys is a farce of the bailest kind. We hoped the English Government would not have lent themselves to its prolongation. Of course, the answer of both the Indian and the English Governments in October is a foregone conclusion."

A FATAL HEAD-END COLLISION. Indianapolis, Aug. 7 .- Chicago Express No. 1 on

the Pennsylvania line, due here at 3:30 this morning, and a Monon switch engine came together in a head-end collision at the Market-st, crossing at d o'clock this morning. William Martin, the Monon engineer, was instantly killed, and both engines were wrecked. The Pennsylvania train was marked late, and the switch engine had taken the track to do switching. None of the passengers were injured. The property loss will be heavy.

CHICAGO'S VEHICLE TAX VOID.

Chicago, Aug. 7.—Judge Tuley to-day decided the new city ordinance establishing a vehicle tax to be void. The ordinance permitted the city to collect \$1 a year license from each bleycle owner and for other vehicles proportionately. The ordinance was passed for the ostensible purpose of raising a per-manent street repairing fund. The new law aroused much opposition, especially among wheelaroused much opposition, especially among where men. An injunction suit was brought against the city, and the enjoining bill was sustained in Judge Tuley's decision.

The Court held that the city had no right to license bicycles, but only an occupation, and could not impose a license fee on specific property when not used in business or in an occupation. Counsel for the city took an appeal, and the case will be heard in higher courts.

INDIAN LANDS OPEN TO SETTLEMENT. Cheyenne, Wyo., Aug 7.-Governor Richards has received an official communication from the Department of the Interior, to the effect that the partment of the interior, to the effect that the treaty with the Shoshones and Arasahoes for the cession of ten miles square of their reservation near the Big Horn Hot Springs has been only ratified, and the land is now subject to settlement under the laws of the United States.

A CYCLIST DEAD IN A TRENCH. Geneva, N. Y., Aug. 7.-Watson Potter, the sixteen-year-old son of a marble dealer, was found dead last night by the roadside near Geneva. He was lying face downward in a trench of shallow water. He had gone for a ride on his wheel, and is supposed to have fallen during a fit.

CLONDYKE ADVERTISEMENTS. From The Louisville Courier-Journal.

Address Billy."

"Three young men, used to roughing it, some experience, wish grub-stake for Clondyke; can take next boat; good references."

"Respectable middle-aged lady, not affaid of work, wishes to go to Clondyke with parties who would pay her way for services rendered; references. Address C. W."

A drug firm advertises: "Emergency medicine

Something light is what you wantlight in weight-light in price. We have on sale at a uniform price of \$14.00 per suit, \$10.50 coat and vest, and \$3.50 for trousers, all remnants, formerly costing from \$16.00 to \$40.00 per suit, \$12.00 to \$30.00 for coat and vest, and \$4.00 to \$10.00 for trousers.

IF STYLE, WORKMANSHIP OR TRIMMINGS ARE NOT UP TO YOUR EXPECTATION, GET YOUR MONEY BACK.

## ARNHEIM, Broadway & 9th St.

## BRENTANO'S FRENCH DEPARTMENT.

Alphonse Daudet, La Fedor, Pages de la Vie
Andre Theuriet Boisfleury.....
Leon de Tinseau, Dans la brume...... Leon Bloy, La femme pauvre. Episode Francois Ayme, Une education imperiale, Guillaume II..... .75 Guillaume II.
C. Vray, Mes Campagnes, Par une femme,
Autour de Madagascar.
Marie Anne de Boret. La jeune Grece.
I. de Launay. Chez les Grecs de Turquie. Les pays et les lœurs.
Paris 1897. Annuaire Hachette. Petit dictionnaire guide pp.
Do., do., beards. 

Catalogues and monthly bulletins sent free BRENTANO'S, 31 Union Square, N. Y.

REED & BARTON. SILVERSMITHS,

Broadway and 17th Street, N. Y

The Best Breads, the best biscuits, the best flours, the best cereals,

HEALTH FOOD COMPANY, 61 5th Ave., cor. 13th St.

## ALL DISEASES OF MEN

Revere House, Boston. Established in 1840. Chief Consulting Physician graduate Harvard Medical College, class 1864. Author of "The Science of Life; or, Self-Preservation"—the Prize Essay. A book for every man, Price only \$1, by mail, sealed, Pamphlet prospectus FREE. Send now. Consultation in person or by letter as above, or P. O. Box 1895.

cases for Clondykers—we are putting up a compact case of medicines containing the remedies, bandages and appliances likely to be needed on the trip. It can be rolled up in the blankets and adds little to the weight or bulk and will be your best friend in time of need. Come in and see them and don't go without one."

A shoe firm solicits this way: "Ho! for the Clondyke miners' boots of every description—special lines which have been made for Alaska wear. Rubber boots and footwear."

MEDICAL AND SANITARY NOTES.

SIGHT AND COLOR VISION.-The high reput tion of Dr. C. H. Williams, as an expert in testing the visual organs and the color sense-he having in years past conducted thousands of tests in behalf of the Chicago, Burlington and Quincy sense of employes on railways, only about 6 per cent of those applying for positions on the abovenamed road being found by him to come up to the physical standard required, and the same proportion would hold on other railway lines. He main-tains that there should be two standards, the higaer for engineers, draw-tenders and the interlocking switchmen, all of whom should be of nor-mal vision, though after a man has been in the mal vision, though after a man has been in the service some length of time the standard can with safety be lowered. Dr. Williams states that an englieman, after making a long run, was found to have lost a good part of his visual acuteness, and he therefore recommends as short runs as possible. He maintains, too, that the use of tobacco has a serious effect on the sharpness of vision. Then, too, unless the lenses of lanterns are of uniform color, an injustice may be done a perfectly competent employ:

HORSE FLESH AS FOOD .- Certain suggestive statistics have recently been published in nection with the Belgian trade in horse flesh. From these it appears that about six thousand horses were exported in one year from Great Britain as part of the food supply of the poorer classes in Belgium, most of the animals being old and in wretched condition, and, what is of much greater consequence, a certain proportion affected with glanders. Such evidence of misdoings as these facts afforded naturally attracted the at tention of the Belgian Government, which accordingly took steps for the better supervision of the ingly took steps for the better supervision of the horse traffic, and especially for the detection of glandered animals. This arrangement, however, is regarded by physicians as only poorly satisfying the conditions necessary to healthy nutrition, as it will probably go no further than to condemn the carcasses of animals that are actually diseased. Thorough supervision by capable veterinary officials is declared to be the only course compatible with public safety, leaving out of consideration the matter of preference for such food under any circumstances whatever.

TIME FOR SURGICAL OPERATIONS.-In regard to the best time for capital operations, a writer in "Gaillard's Journal" states that in following the course of such cases and of various operators for a number of years in the hospitals of a large city, it seemed that the early morning hour presented many advantages—that is, a good night's rest, attained artificially if necessary, an empty stomach, the patient all ready for anaesthesia upon awakening, the fear and dread of what is coming being crowded into the fewest possible moments, the whole day with active attendants constantly moving about and alive to every demand of the patient, etc., are a few of the points which seem to recommend an early hour; on the other hand, it is not to be dealed that it may the other hand, it is not to be dealed that it may be a source of greater task upon the surgeon's powers, especially if he be concerned and anxious, as conscientious men always must be in regard to capital operations, and if this anxiety interferes with the operator's sieep. Even with this disadvantage, however, the operator is capable of doing really better work before he has become tired and annoyed by the various demands upon him during the early hours of the day. Consequently, those who have operated extensively in the early morning hours never volunteer any afternoon operations. PECULIAR CHARACTER OF SNAKE POISON.

-According to the remarkable researches in this line by Professor Calmette, the peculiar fact appears that the physiological effects of the poisons secreted by different species of snakes are identi-cal; the individual variations in action are local, and result from the presence of albuminoid sub-stances, which can be removed by heating the aqueous solution of the venum to 85 degree centiaqueous solution of the venum to 85 degree centigrade, for fifteen minutes, a process which leaves the toxins unaffected. The degree of toxicity depends, of course, upon the snake, and can be considerably diminished by filtering. Professor Calmette finds that the serum of animals vaccinated against a very virulent venom, such as that of the cobra, is perfectly anti-toxic to the poisons of all kinds of serpents, and even of scorpions. His method of preparing anti-venomous serum consists in injecting horses with increasing doses of cobra venom mixed with decreasing quantities of a weak solution of calcium hypochiorite, which limits its toxic action; the animal being immunized, is then injected with the poisons of as many different kinds of snakes as possible.